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Invaluable for Stomach and  
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# Hongkong Daily Press.

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The only Reliable Brand is  
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No. 14,401 號肆零百肆千肆萬壹第 日叁十式月肆年十叁緒光 HONGKONG, MONDAY, JUNE 6th, 1904. 壹拜禮 號陸月陸年肆零百九千壹英港香 PRICE, \$3 PER MONTH.

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IS A DELIGHTFUL ADJUNCT TO  
THE TOILET, AND ALSO SERVES A  
VARIETY OF USEFUL PURPOSES IN  
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LIMITED,  
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ESTABLISHED A.D. 1841. [a1381]

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PRICE \$11.00 PER DOZEN

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"SPECIAL BLEND" WHISKY  
Blend  
Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to

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### PORTLAND CEMENT.

Casks of 375 lbs. net \$4.75 per Cask ex Factory.  
Bags of 250 lbs. net \$2.85 per bag ex Factory.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 14th August, 1903. [a3589]

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We are Sole Agents for the following:  
MONOPOLE, FUTURE, CENTAUR, and  
NEW PREMIER CYCLES. Best American  
Machines in the Market, always on hand  
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nearly as good as new, at greatly reduced prices.  
MOTOR CYCLES, MAIL CARTS,  
RICKSHAS FITTED WITH PNEUMATIC  
TYRES AND BALL BEARINGS throughout.  
Everything in the trade always kept in  
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all branches of the business. Re-ensembling a  
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### PURE FRESH WATER.

THE HONGKONG STEAM WATER-  
BOAT CO., LD., is prepared to supply  
ANY QUANTITY OF PURE FRESH  
WATER to the Shipping, both for Deck and  
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Call Flag W.  
J. W. KEW,  
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Hongkong, 13th Jan. 1903. [3943]

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GRANITE MERCHANT CONTRACTORS.  
Dealers in  
MARBLE and GRANITE  
MONUMENT  
No. 1, QUEEN'S ROAD EAST.  
Estimates, Designs & Prices on Application.  
All descriptions of Granite Export.  
Hongkong, 17th October, 1903. [10]

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IMPORTED EVERY MONTH, THERE-  
FORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE  
and KYNOLDS' SPORTING  
CARTRIDGES 8, 10, 12, 16, and 20 BORE,  
and NEWCASTLE CHILLED SHOT in  
all Sizes, Nos. 10 to 888G. AIR GUNS and  
AMMUNITION in Variety.  
W. N. & CO.  
Hongkong 25th November, 1902

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AND

## CANTON HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG  
to MACAO, thence to CANTON and back to  
Hongkong, will be found interesting and  
enjoyable.

WM. FARMER,

Proprietor.

[a1362]

CONFECTIONERY!!!  
THE CHOICE-EST AND LARGEST VARIETY, FROM PARIS AND LONDON.  
MARRONS GLACES, CRYSTALLISED FRUITS.  
TOM SMITH'S CRACKERS.  
PLUM PUDDINGS.  
DATES, FIGS, RAISINS, ALMONDS and NUTS.  
STILTON, CHEDDAR, GORGONZOLA, ROQUEFORT, CAMENBERT,  
SAVOIE, CREAM CHEESE, MACLAREN'S and YOUNG AMERICAN  
CHEESE.  
YORK HAM and BEST ENGLISH BACON. TOYS, TOYS.

A. CHAZALON & CO.

[a40]

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DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK, PROMPT RETURN.

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PHOTO GOODS STORE,

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Hongkong, 21st December, 1903. [a38]

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SHIRTS. COLLARS. TIES.  
STRAW HATS. PITH HELMETS.  
RAINCOATS AND WATERPROOFS.

## LANE, CRAWFORD & CO.

Hongkong, 10th May, 1904. [a4a]

## CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1816.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned.—

SUPERB OLD COGNAC,  
\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

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THE ELITE OF WHISKY—  
THE "PALL MAIL,"  
\$21 PER DOZ.

11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL  
BLEND WHISKY,  
\$11.00 PER DOZ.

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EVERYBODY SHOULD TRY THESE ITEMS

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CONSULTING ENGINEERS AND NAVAL ARCHITECTS.

COLLISIONS AND DAMAGES SURVEYED.

SALVAGE WORK UNDERTAKEN.

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CONTRACTS for NEW TONNAGE on reasonable terms with first-class builders.

A large stock of CANADIAN ASBESTOS and ASBESTOSCEOL GOODS Kept.

Agents for Messrs. ALLEN & SONS ELECTRICAL PLANT and CENTRIFUGAL PUMPS.

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AQUARIUS SPARKLING MINERAL TABLE WATER  
(made from Pure Treble Distilled Water).  
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GENERAL MANAGERS,

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Hongkong, 16th May, 1904. [a35]

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CHEMISTS, AERATED WATER MANUFACTURERS,  
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AT CANTON, SHANGHAI, HANKOW and PEKING. [a37]

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LARGE STOCK

OF

## LIGHT RAILWAY MATERIAL

ENQUIRIES SOLICITED.

Hongkong, 29th April, 1904. [a333]

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THE STANDARD LIFE OFFICE.

SPECIAL ADVANTAGES.

A MONG others are the following:

- (1) Immediate acceptance and issue of Policy  
No provisional acceptance or reference to  
Head Office.
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ADVANCED on the spot without  
reference home.
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Loan values.
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for a short period.
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payment of premiums in arrears.
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quarterly instalments without any  
addition.

[a1891—5]

## HOTELS.

## HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing  
Music, Ping-pong and Smoking Rooms.  
Private Bar and Two Billiard Rooms for  
Hotel Residents.  
Dining Accommodation for 300 persons.  
Private and Special Dining Rooms.  
European Chef and Indian Curry Cook.  
Ladies' Afternoon Tea Rooms with European  
Matrons in attendance.  
Ladies' Cloak Room.  
Hydraulic Elevators to each Floor.  
Bedroom Accommodation—131 rooms.  
Electric Lighting throughout. Electric Fans  
in Rooms, if required.  
Hot and Cold Water throughout.  
Wines and Groceries specially imported by  
the Hotel Co.  
Wines cooled by Hotel refrigerators.  
Hotel Linen washed on Premises by  
machinery.  
Fire Extinguishing Mains and Emergency  
Exits on every floor.

MODERATE CHARGES! NO EXTRAS!

H. HAYNES,  
Manager. [a43]

## THE

## PEAK HOTEL.

Admirably Situated. Sheltered from the  
North-East Monsoon and Open to the South  
West Monsoon.

A COVERED GANGWAY LEADS  
FROM THE TRAMWAY TERMINUS  
INTO THE HOTEL.

Telephone No. 29.

Town Office: 7, DUNDRELL STREET. [a914]

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if  
required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the—

MANAGER.  
Hongkong, 10th June 1903. [a1082]

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A FIRST CLASS HOTEL Situated near  
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Excellent Cuisine and Wines.

Large and lofty Rooms, Elegantly Furnished.

Hydraulic Elevator, hot and cold water  
throughout.

Special Rates for Tourists.

Launch Service for Guests.

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MANAGER.  
Hongkong, 31st October, 1902. [a49]

## "BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH  
CHINA)

## MACAO

HAS been re-opened under European  
management and most strict supervision  
as to food, cleanliness, and hygiene of the place.  
All comforts of a home.

A most pleasant retreat for those desirous of  
a few days rest and quiet.

Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.

Macao is 40 miles south-west of Hongkong.

One steamer (s.s. *Hongshan*), daily to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with both  
these centres.

Cable Address—"BOAVISTA."

For Terms, apply to

THE MANAGER.  
[224]



## INTIMATION

**A. S. WATSON & CO.,**  
LIMITED.

## NOTICE OF REMOVAL.

The BUSINESS of the HONGKONG DISPENSARY is now being CARRIED ON in ALEXANDRA BUILDINGS, DES VOEUX ROAD.

The HOURS of BUSINESS of the HONGKONG DISPENSARY in its new premises are as follows:—

Week Days, 8.30 A.M. to 6 P.M.  
Saturday, 8.30 A.M. to 2 P.M.  
Sunday, 10 A.M. to 1 P.M.

An Assistant will be on duty at all times to dispense prescriptions.

**A. S. WATSON & CO.**  
LIMITED.

**NOTICE TO CORRESPONDENTS**  
Only communications relating to the news columns should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.  
No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: P. O. Box 33, Telephone No. 12.

## BIRTH.

On the 26th May, at 1, Roman Road, Shanghai, the wife of Dr. STANLEY, Health Officer, of a son.

## MARRIAGE.

On the 27th May, at the Catholic Church, Port Edward, Weihaiwei, JOHN ALFRED WILD, third son of the late PEDRO DA SILVA LOUREIRO, of Shanghai, to ADA MITCHELL, no longer daughter of the late FRANK MITCHELL HARRIS, of Staines, England.

## The Daily Press.

HONGKONG OFFICE: 14, DES VOEUX ROAD, CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 6th JUNE, 1904.

In the course of his remarks at the opening ceremony of the Fatsan-Samsui Railway, on the 1st instant, Mr. McWANE, Consul-General for the United States at Canton, made some remarks which convey the impression that he thinks the colonists of Hongkong are indifferent on the question of the construction of the Kowloon-Canton Railway. He is reported to have said:— "The people of Hongkong, however, did not seem to have arrived at the conclusion that a railway would be a benefit to every merchant in Hongkong. He was sure 'they [the Americans] were quite ready to take the responsibility of building the railway from Kowloon to Canton. If the building of the railroad from Macao to Canton was turned over to the Americans 'they would build it, and build it free of expense to the people who gave them the contract.' This, of course, is very nice and kind, and we doubt not will be duly appreciated by the promoters of the railway in question, who might perhaps do worse than accept the offer. But the people of Hongkong do not want anyone to make their railway from Kowloon to Canton; they only desire the opportunity to make it themselves or to get it made with British capital and British material. Moreover, the colonists are keenly alive to the advantages it would confer not only on the merchants of Hongkong but on the entire

population of the Colony, and also that of the district of Kwangtung, through which the line would pass. It is from no lack of local appreciation of the benefits of railway communication that the construction of the projected railway has been so long delayed; this is simply and solely due to the concessionaries in London, who have failed to utilise their concession. The people of this Colony have been waiting with a patience that would have been admirable in some circumstances, but was perhaps ill-judged in this instance, to see work commenced on the railway. There are some excuses for this apparent apathy. The concession to make the railway had been obtained by a powerful and representative syndicate, and we may safely assert that it was never for one moment imagined by this community that, at the end of five long years not a single sod would have been turned. This fact and the still more disheartening one that the detailed survey has not been effected or the very first initial step towards active work taken, could not have been dreamed of by even the most pessimistic observer or the most captious of critics. Other stirring events were taking place meanwhile; war was long impending between Russia and Japan, and the public attention diverted for a time from this most urgent question of the railway. When, however, on the occasion of his departure for Ceylon, Sir HENRY BLAKE alluded in his farewell speech to this question so impressively, the Colony woke up to the position, and it certainly has not slumbered since. It is true that no mass meetings have been convened, no torchlight demonstrations made, as would have been the case in a purely British city menaced with disaster by the lethargy of a ponderous corporation, but strong and urgent representations have been made on the subject by the representative bodies in the Colony, and these have been aided by a strongly sympathetic Government, while the Press of this Colony have earnestly seconded these efforts. It is difficult to see what more can be done for the moment. Speaking for ourselves, we may say that we shall lose no opportunity of keeping this great and vital question in the forefront of local politics. We shall not cease to press for the immediate prosecution of the work by the British and Chinese Corporation, and if they delay commencement of it much longer, we shall advocate the cancellation of their concession. What the terms of the concession may be we know not, but we imagine that there must be some time limit in it. Assuming that to be the case, it is not too much for the Hongkong Government to ask that that limit should be enforced, and to apply for the transfer of the concession either to itself or to some company formed for the purpose of carrying this important work into effect. If the local Government is at liberty to give support and assistance to a company, we believe it would not be difficult to raise the necessary capital here and in Canton for the purpose. In any case, we cannot afford to wait any longer. Five and a half precious years have already been wasted, and the Colony's stock of patience is thoroughly exhausted. Popular indignation at the manner in which the Colony's best interests are being played with and its future imperilled merely to suit the convenience of a London syndicate is rising higher with every added month of inaction that goes by. The limit of endurance has been nearly reached, and though slow to move Hongkong will yet prove, we trust, that it can on occasion act to some purpose.

H.M.S. Ocean (1st class battleship), Capt. T. G. Green, arrived from Wosung on Saturday.

Mr. H. H. J. Gompertz, Acting Police Magistrate, after a two days' illness again took his seat at the Magistracy on Saturday.

The Clock Tower has undergone an overhauling, with the result that one can easily see the time by its illuminated face at night. It must have been very dirty, or the lighting has been wonderfully improved.

Dr. Justo Lucena, licentiate in medicine and surgery in the university of Thomas Aquinas in Manila, has been officially recognised as qualified to practice medicine and surgery in the Colony.

Capt. William Armstrong, of the Hongkong Volunteer Corps, has been granted leave of absence until 14th October. Mr. Armstrong is shortly leaving for South Africa on business connected with the emigration of Chinese coolies.

The revenue of the Colony for the first three months of the year amounted to \$1,399,064, showing an increase of \$245,911 compared with that of the corresponding period last year. The actual expenditure amounted to \$1,469,821, showing an increase of \$192,511 compared with the sum expended in the same quarter of last year.

Three cases of plague were notified as having occurred during the day ended at noon on Saturday.

The total number of admissions to the Government Civil Hospital last year was 2,704, and the number of out-patients 11,911.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospital:—  
J. R. M. Smith ..... \$100  
Ewens & Harston ..... 25  
East Asiatic Trading Co. .... 25  
Grossmann & Co. .... 25  
F. Bornemann ..... 20  
Guapp & Co. .... 20  
J. H. Cox ..... 10

The following programme of music will be performed by the band of the 33rd Burma Infantry on the New Parade Ground to-day from 5 to 6.30 p.m.:—  
March "Marche des Tuerces" ..... Godard  
Idyll "Hawatha" ..... Most  
Selection "A Country Girl" ..... Nonceton  
Dance "The Messenger Boy" ..... Ivan Caryll  
Valse "Amourne" ..... Berger  
"God Save the King."

"A steady increase of insanity in the Colony" is remarked by Dr. Laing, the medical officer in charge of the Government Lunatic Asylum, and in his annual report the doctor comments on the limited accommodation, especially of the European block, which is designed for 4 male lunatics, and yet as many as from 8 to 10 have to be housed somehow. Of the 44 Europeans admitted, 3 were under observation, one suffering from dementia recovered sufficiently to be sent home, 27 were discharged—2 died from alcoholism, and one from fractured skull, leaving 10 remaining on January 1st, 1904, viz., 2 females and 8 males.

The Superintendent of the Government Civil Hospital in his annual report refers to the fact that phthisis is very prevalent in Hongkong—due, no doubt, to a variety of causes which would come under the heading of low vitality and bad hygienic conditions. Both English and Chinese suffer more severely from malaria than do Europeans, and Dr. Bell is inclined to suggest this latter ailment as a predisposing cause. It is noticeable that February and April are the worst months, and that the number of cases occurring in the winter are double the number of those occurring in the summer. The urea treatment has proved a failure, and Dr. Bell is much disappointed in the results obtained from a use of carbonic acid as a possible cure. If the disease is due to bacilli, he says, one would expect good results from internal antiseptics.

The question of overcrowding in the gaol is still an urgent one, Dr. Koch says in his annual report on the gaol hospital. It is a matter, he says, which should be dealt with decisively at an early date. "Each year shows a steady increase in the number of commitments to gaol, not merely of short sentence prisoners, but also of long sentence prisoners. The Belfries Reformatory has been used as a gaol, and between ninety and a hundred prisoners are kept there. But the Reformatory is certainly not satisfactory as an ideal prison. In spite of this, and of other drastic measures, it will be noticed that the daily average of prisoners in gaol is 653. It is a matter for congratulation that the slight outbreak of plague ceased so quickly, but there is not the least doubt that, should by any chance a serious epidemic break out, the condition of affairs will be distinctly a cause for alarm."

The Imperial Customs Gazette for the first quarter of the present year gives the following comparative statement of the total revenue collected in Haikwan taels:—

	1904.	1903.
Chinese Ports	5,812,204	6,346,257
Kowloon and Lappa	178,787	184,917
Luncheon, Mengtze, Szamou, and Tientsin	84,730	62,869
Total	6,075,721	6,594,043

The total collection in the same quarter of 1902 was Hk. Tls. 5,372,633. The total collection at Shanghai this year was Hk. Tls. 2,048,488, against Tls. 2,419,382 last year. Tls. 1,811,456 in 1902, and Tls. 1,262,358 in 1901. Converting the total revenue into sterling at the current rates, the collection this year equals about £243,000 and last year about £294,000, showing a gain this year of nearly £50,000.

The prospectus and general regulations are published of the Chinese Public School at Shanghai, an institution by which the Municipal Council desire "to help the Chinese here to understand better the new conditions of modern life and the importance of universal intercourse, so that they may take in that intercourse a part not inferior to that of any other community in other nations." The school and two houses for English masters have been erected by subscriptions from Chinese gentry on land given by the Council, and the premises will be ready for opening on the 1st September. There is accommodation for 400 scholars, but it is anticipated that there will be more applicants than can be admitted. The headmaster (Mr. W. Sheldon Ridge, B.A., F.R.G.S.) and his chief assistant (Mr. G. S. Foster Kemp) have already arrived in Shanghai. The N.C. Daily News says, and they are to be assisted by a picked staff of Chinese, some of whom will teach in English. The course will be equally divided between Chinese and English subjects, and the aim is "to educate pupils up to the highest standard of elementary education in English, and to prepare them for the equivalent of the 'Hautsai' degree in Chinese." The school will be managed by a Committee, which consists of the Rev. Dr. Timothy Richard (Chairman), the Rev. Dr. F. L. Hawks Pott, Mr. E. S. Little, Mr. Chun Oi-ting, Mr. Chu Pao-fay, and Mr. E. Clinton Jansen (Hon. Secretary).

## HONGKONG AND QUEENSLAND.

## CHINESE MERCHANTS' BANQUET TO A COMMISSIONER.

Mr. Frederic Jones, North Pacific Trade Commissioner for Queensland, was on Saturday banquetted by Mr. Chu Wan Man, comprador of Messrs. Barretto & Co., and other Chinese merchants at the Hong Fa Lan. There were present Messrs. Chu Wan Man (chairman); Leung Ngan Pui, director of the Yan On Insurance Co.; Li A. A. H. Botelho; Chun Poi Kai, Trustee of the Tung Wah Hospital; J. P. Ego da Silva; In Ku On, comprador of the International Banking Corporation; A. M. da Cruz; Francisco Tse Yat, coal and general merchant; O. C. Barretto; Yip Chew, piece goods broker; E. J. Botelho; Leung Wai Lam, rice-merchant of the Fook Sing Loong; Cheong Chong Chi, coal merchant and stevedore; Ho Sing Hing, provision merchant of the Nam Hin; Leung; Wu Kun Shik, manager of the Hang Loong Firm; Li Tong Wing, merchant; Tang Kwai Pok, comprador of the Mitsui Bussan Kaisha; Ho Tung San, flour-merchant of Tuck Hing & Co.; Chit Cheong, coal merchant; Tang Kan Si, manager of the Wing On Bank; Yue Chak Sing, merchant of the Wing Cheong Sing; Leung I Lan, coal merchant; Choi Chang Yik, manager of the Kai Hing Yarn and Opium firm; Chu Tong, iron and provision broker; Leung King Ting, merchant; Wong Lun Po, rattan manufacturer; Fung Oi Chin, opium merchant; Lun Tai, rattan manufacturer; Ng Si Kue, flour and general merchant; George Fook Sheng, merchant; and others.

The entertainment was typically Chinese—there being the usual instrumentalists to keep things lively. The menu, being rather curious to the Westerner, is worth reproducing:—  
Sweet Pickled Outlets, and Sweet Salad.  
Duck Kidney and Pickled Turnips.  
Canton Stewed Duck, Mushrooms and other Vegetable.  
Birds' Nest Gruch.  
Pigeons' Eggs, Ham and King's Soup.  
Capon, Ham and Fat Pork Sandwich.  
Mince of Chicken with String Beans.  
Fried Frog with Pickles.  
Beef de Mer, Ham and Chicken Soup.  
Least Home-fod Sucking Pig, with Sour Chile Sauce.  
Pan Cake and Vegetable.  
Water Chestnut Jelly.  
Assorted Coloured Cakes.  
Fried Sweet Pie, Almond Cream.  
Rice and Chile, Fried Meat, Preserved Salt Eggs.  
Short and Long Beans, Mince Ham, Salt Duck.  
Nanking Bean Curd.  
Almonds Roasted, Melon Seed, Fruits Assorted.  
Tea, Wine.

Dinner concluded, the CHAIRMAN, Mr. King Edward, and afterwards Mr. LEUNG NGAN PUN proposed the Emperor of China.  
Mr. LEUNG NGAN PUN, in proposing the toast of "Prosperity to Queensland" coupled with it the name of the Premier, the Hon. Arthur Morgan, and said that whereas Australia was a very, very young country, China was old, old, old, Chinese civilisation, in fact, went back to a time when Australia was barren and covered with salt lakes—not a place for the lowest human life to exist. He revered his Emperor and loved his country as greatly as Australia loved its mother, England. The mandarins of Queensland were doing a wise thing in sending an envoy to speak on friendly terms to the Chinese merchants.

Mr. A. A. H. BOTELHO in responding said there was a great future before Queensland if its people fully followed their Trade Commissioner's advice and suggestions, and were careful not to despise anyone as being too trifling or troublesome. His extensive business connections had brought him into contact commercially with many Australians, and he thought he might safely say that he was expressing the general opinion of Hongkong merchants when he said that the probity and straightforward business methods of Australian commercial men were a distinguishing feature. He hoped that the new Federal Government would prove worthy of its position. In an advanced democracy like that of Australia the labour party was a factor that had to be intelligently dealt with, but he considered that the labour party could advance along the lines of a constructive socialism in co-operation with the merchants and manufacturers.

Mr. Y. K. UN in proposing "Our Guest" (Mr. Jones) said that as the Trade Commissioner of Queensland they welcomed Mr. Jones heartily. They all hoped that the time was approaching when peace would dwell in Eastern Asia. War had its good as well as its evil side. The present war meant great issues for China, as well as for other Asiatic peoples. "The Queensland Government, however, had acted wisely in sending a representative to China during the present crisis. It meant that Australia believed there was a great future in front of China and Japan, and Australian sympathy in a time like this would be remembered when the war was over and peace restored. Mr. FREDERIC JONES in responding expressed his pleasure at meeting such a representative gathering of the Chinese merchants of Hongkong. It had been said that Queensland was a young country, and he admitted it. They were very few in number, only 500,000 people on 500,000,000 acres of land. It was intended, though, to make Queensland a great commercial country. Mr. Morgan impressed him with the fact that if they wished to do business with China they must see that the Chinese merchants and learn exactly what they wanted. He had had a busy three weeks in doing that, and the time had been well spent. His Government wished to encourage good relations with the Chinese merchants at Hongkong, Shanghai, Canton, and other parts of commerce which he hoped to visit. He would tell his chief in Queensland how nobly they had treated him, and Mr. Morgan would send back to him his acknowledgements and best wishes in the capacity of chief representative of the Colony of Queensland. He hoped to meet them all again.

Mr. A. A. H. BOTELHO toasted "the Press," Mr. T. C. SWABY responding, and an enjoyable evening shortly afterwards was brought to a close.

## TELEGRAMS.

## [REUTER'S SERVICE.]

## THE ANGLO-FRENCH AGREEMENT.

LONDON, 2nd June.  
Mr. Balfour, speaking in the House of Commons on the Anglo-French Agreement, incidentally referred to the use of the French flag in Mascat. He said it was quite true that last year a very difficult question arose between France and Great Britain and the question had been referred to the Hague Tribunal.

## RACING.

LONDON, 2nd June.  
St. Amant is scratched for the Grand Prix.

## CONSCRIPTION IN GREAT BRITAIN.

LONDON, 2nd June.  
Mr. Arnold-Forster states that the Government does not intend to make any proposal in favour of conscription.

## LORD CURZON.

LONDON, 4th June.  
The Corporation of London have decided to confer the Freedom of the City on Lord Curzon in recognition of the ability and zeal with which he has discharged his duties as Viceroy of India. The Standard reviews Lord Curzon's administration in the most laudatory terms.

## RESULT OF THE OAKS.

LONDON, 4th June.  
1—Pretty Polly.  
2—Bitters.  
3—Finances.

## THE EXPEDITION TO TIBET.

LONDON, 4th June.  
The Headquarters, with two companies of Royal Fusiliers, have arrived at Chumbi.

## CORRESPONDENCE.

## A GROWING SCANDAL.

TO THE EDITOR OF THE "DAILY PRESS."  
SIR.—Can you explain the action of the authorities in dispersing the European women from Lyndhurst Terrace and allowing them to settle in those parts of the city inhabited by respectable families? Surely this cannot be allowed to go on. Such blunders as this are not excusable and should be remedied without delay. There seems to be no proper control of this matter, as the town is being filled by undesirable of all nationalities, and now one is accosted in the street—a thing that should not be allowed.

Surely the state of things at present existing in Hongkong is not likely to improve the opinion of Asiatics towards us Europeans.—Yours, &c.,  
ANGLIAN.

## THE FERRY LANDING.

TO THE EDITOR OF THE "DAILY PRESS."  
SIR.—Now that the Star Ferry Co. are obliged to reconstruct their ferry landing on the Hongkong side, might I suggest that they make a structure in keeping with the surroundings? The jetty to which the steamboats run is situated in the most beautiful part of Victoria City. Of course it is difficult to construct an elaborate affair on such flimsy foundations, as typhoons would soon make short work of it. What could be done, though, is to encircle the pier with neat metal hand-rails after the same fashion as Blake Pier.—Yours, etc.,  
KOWLOONITE.

## FREEAR'S PRIVILITIES.

There was, considering the season, a very good attendance at the theatre on Saturday evening when Mr. Freear gave his first performance. He is unquestionably a mimic of the first rank, and his impersonations of many amusing characters were distinctly excellent. The entertainment was entirely free from those suggestions of vulgarity which too often characterise one-man shows of this description, and from beginning to end the fun was innocent and wholesome. In the farces, Mr. Freear had the assistance of local talent, and it must be said that he was extremely fortunate in the selection. In "The Fellow that looks like me" he had the assistance of Mr. Walslow and Mr. Stephenson, who filled their parts with great success; and in "Matrimonial Bliss" Miss Selma Reich, Mr. Lingard, and Mr. Evans had parts which were also capital interpreted. Mr. F. Danby in "Dignity and Impudence" commanded the squad which consisted entirely of Mr. Freear. In an American Minstrel item with which the programme opened Mr. Freear, Mr. Walslow, and Mr. W. Francis made up the party. The only criticism we have to make was that the entertainment should be kept within the limit of a couple of hours. Mr. Freear gives his second and last performance this evening.

## CRICKET.

78th CO. R.G.A. v. 80th CO. R.G.A.  
Played at Happy Valley on Saturday, this game resulted in a win for the 80th Co. by a margin of 31 runs. For the winners, Fisher (24) and Rumsey (11) were top scorers; and for the losers, Mastenger (not out) and Fitzpatrick scored 10 each. The scores were:—80th Co., 74; 78th, 43.

## THE WAR.

## [JAPANESE OFFICIAL DISPATCHES.]

## JAPANESE CASUALTIES AT KINCHOW.

Tokyo, June 4th, 9.25 a.m.  
Our total casualties in the battle of Kinchow and Nanshan on the 26th of May were 4,204; whereas 749 were killed, including 33 officers; and 3,455 wounded, including 100 officers. There were no casualties among Generals.

## GREAT EXPLOSIONS AT PORT ARTHUR.

Tokyo, 5th June, 12.30 p.m.  
Admiral Togo reports that, according to a wireless telegram from the captain of the Chilese cruising off Port Arthur, four masts with wireless telegraphic instruments on one of them and a sentry-box were seen on the top of Lantishan. Great explosions were heard and dense smoke was observed rising repeatedly in the direction of Port Arthur during Saturday last.

## [REUTER'S SERVICE.]

## RUSSIANS TO TAKE THE OFFENSIVE.

LONDON, 2nd June.  
Reuter's Correspondent at the Headquarters at Moulken wires it is understood that General Kuropatkin is ready to take the offensive on an important scale.

## THE WEALTH OF JAPAN.

Baron Sayematsu, a member of the Japanese House of Peers, in proposing the "Health of the Japan Society" at the annual dinner in London last month, said the wealth of Japan was not so limited, nor was Japan so badly off as was supposed by outsiders. The new taxes for the war had been voted by Parliament at the last sitting. The ordinary tax for the current year was, in English money, 6s. 11d. per head, and the war tax was 2s. 11d. per head, or 9s. 10d. altogether. Japan was not burdened with any heavy debt. Her National debt per head was at present only £1 3s. 3d.

## THE JAPANESE EXPLOSIVE.

A Reuter's telegram a few days ago stated that the war advice received by the Government at Washington dwell on the terrific power of Japanese Shimoose powder, the composition of which is a secret. Writing on March 9th the Tokyo correspondent of the Times wrote as follows on the subject:—"Since the first operation of the Japanese squadron at Port Arthur, attention has been directed to the Shimoose explosive, which is supposed to have proved itself so efficient, and Professor Shimoose, the inventor, has been induced to make statements on the subject. He does not explain any of the details of manufacture, but he claims that with regard to explosive force the compound stands next to blasting gelatine, and on a much higher level than gun-cotton or dynamite. Thus a handful exploded on an iron plate 1½ in. thick forces a hole through the plate; and whereas a shell with a bursting charge of the compounds ordinarily used in Europe is broken into a comparatively small number of fragments, the majority of which are scattered through a very limited area, the Shimoose explosive shatters the projectile into from 2,000 to 3,000 pieces, which are driven in every direction with equal force, so that nothing could live in the vicinity. About two years ago a special trial of this powerful composition was made in the presence of several members of both Houses of the Diet. One of the experiments showed that, whereas a fin, shell loaded with gun-cotton made a hole little larger than its own diameter in the target and burst with trifling effect in a backing of coal, a shell containing the Shimoose explosive tore an aperture 3ft. in diameter. In spite of this tremendous explosive force, the composition can be handled with perfect safety. Impact of an iron shot will not explode it, and if flame be applied the process of burning is so slow and languid that a bucket of water will extinguish it at once. It is further alleged that the Shimoose Kwayaku is exempt from the hygroscopic difficulties which impair the serviceability of its rivals, and that it has a great advantage in point of cheapness, its cost being only about one-half of that of gun-cotton. On the other hand, Russian accounts of the bombardment of Vladivostok—accounts just received and still awaiting verification—suggest that the percentage of failures to explode may be large in the case of shells loaded with the Shimoose compound. The first practical witness likely to come into Court is the hull of the Varag, which will soon be raised from her temporary grave in Chemulpo harbour. The damage she suffered from her opponents will be clearly visible, and, as the gun that sunk her and the number of projectiles fired will be well known, experts will have a trustworthy basis of comparison. But it will probably be long before these details are fully known to the public. All such matters are carefully concealed, the Japanese having no mind to take the world into their secrets at this stage of the war."







## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Manager, and special business matters to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: P. O. Box 33, Telephone No. 12.

## NEW ADVERTISEMENTS

## SITUATION WANTED.

By a LADY, Conversant with SHORT-HAND and TYPEWRITING a Position in an Office. Previous Experience. Letters to—  
BOX 111,  
Hongkong, 6th June, 1904. [1427]

## NOTICE.

FUKUZO SANO having from the 1st June, 1904, purchased the business of M. MUMBYA, Photograph Gallery, 2nd Floor, 8a, Queen's Road Central, All Debts due to and by M. MUMBYA up to the 1st June, 1904, will be received and paid by M. MUMBYA, and the business will be continued by FUKUZO SANO under the same style of "M. MUMBYA."

FUKUZO SANO.

Hongkong, 4th June, 1904. [1428]

## TO LET.

WAVERLEY HOTEL, No. 8, ICE HOUSE STREET.  
The EYRIE (PEAK).  
No. 3, CAMERON VILLAS (PEAK).  
ALEXANDRA BUILDINGS, Rooms on the Top Floor.  
BELLILIOS TERRACE, Nos. 10, 13 & 21.  
WESTWARD 110, Top Floor only.  
QUEEN'S ROAD CENTRAL, TWO ROOMS, over Adele & Co.  
No. 3, SEYMOUR TERRACE (Furnished).  
Apply to—

Linstead &amp; Davis.

Hongkong, 6th June, 1904. [1429]

IN THE MATTER OF ORDINANCE No. 4 of 1892  
and  
IN THE MATTER OF THE Petition of ROBERT DEMPSTER of Marietta County of Washington and State of Ohio, United States of America, Manufacturer, an Inventor, for Letters Patent for the exclusive use within the Colony of Hongkong of an Invention for "IMPROVEMENTS IN APPARATUS FOR MAKING OIL GAS."

NOTICE is hereby given that the Petition, Declaration and Specification required by the above cited Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong and that it is the intention of the said ROBERT DEMPSTER by MATTHEW JOHN DENNIS STEPHENS his Solicitor and Agent to apply for Letters Patent for the exclusive use within the Colony of Hongkong of the said Invention, at a sitting of the Executive Council to be held at the Council Chamber at the Government Offices, Victoria, Hongkong, on Tuesday, the 14th day of June, 1904. Dated the 2nd day of June 1904.

MATTHEW J. D. STEPHENS,

Solicitor for the Applicant.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAI TAN,"

Captain Roach, will be despatched for the above ports TO MORROW, the 7th inst., at 11 A.M.

For Freight or Passage, apply to—

DOUGLAS LAFRAIK &amp; CO.,

General Managers.

Hongkong, 6th June, 1904. [1431]

NORDEUTSCHER LLOYD, BREMEN.

## NOTICE.

STEAM FOR KUDAT AND SANDAKAN.

Taking Cargo at Through Rates to

TAWAU, LAHAD DATU, LABUAN AND

ZAMBOANGA.

THE Company's Steamship

"BORNEO,"

Captain Spiesen, will be ready to load for the

above ports on TUESDAY, the 7th inst.

For Freight or Passage, apply to—

MELCHERS &amp; CO.,

Agents.

Hongkong, 6th June, 1904. [1432]

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, HIOGO

AND YOKOHAMA.

THE Imperial German Mail Steamship

"SEYDLITZ,"

Captain C. Dörsner, due here with the outward

German Mail about TUESDAY, at 5 P.M.,

will leave for the above places about 12/24 hours

after arrival.

NORDEUTSCHER LLOYD,

For Further Particulars, apply to

MELCHERS &amp; CO.,

Agents.

Hongkong, 6th June, 1904. [1435]

NAVIGAZIONE GENERALE

ITALIANA.

(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE

THE Steamship

"CAPRI,"

having arrived from the above ports, Consignees

of Cargo by her are hereby informed that their

Goods are being landed at their risk into the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., whence delivery

may be obtained. Perishable Goods to be

taken delivery of immediately.

All damaged packages must be left in the

Godowns, and a certificate obtained from the

Godown Company, within seven days after the

vessel's arrival here, after which no claims will

be recognized.

No Fire Insurance has been effected, and

any Goods remaining in the Godowns after the

10th instant, will be subject to rent.

CARLOWITZ &amp; CO.,

Agents.

Hongkong, 3rd June, 1904. [1434]

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are

on sale daily at Mr. H. RUTONJEE'S

KOWLOON STORE, No. 38, Elgin Road

Price 15 cents per copy cash.

Hongkong, 22nd December, 1902.

## INTIMATIONS

## THEATRE ROYAL.

Under the Direction of Miss FANNY STANLEY

FOR A FEW NIGHTS ONLY.

FANNY STANLEY'S  
COMIC OPERA & DRAMATIC  
COMPANY.

25 ARTISTES. 25 ARTISTES.

GRAND OPENING NIGHT—

WEDNESDAY, JUNE 8th,

The Delightful Comic Opera in 3 Acts,

"DOROTHY."

THURSDAY, JUNE 9th:

The Great Adolphi Nautical Drama in 5 Acts,

"HARBOR LIGHTS."

FRIDAY, JUNE 10th:

Comic Opera,

"THE NAUTICAL GIRL."

SATURDAY, JUNE 11th:

Emotional Drama in 5 Acts,

"EAST LYNNE."

Miss FANNY STANLEY in her Grand

Impersonation as Lady Isabella and

Madame Vine.

MONDAY, JUNE 13th:

Comic Opera,

"LA MASCOITE."

TUESDAY, JUNE 14th:

Comic Opera, "MIKADO,"

in its entirety.

All New Scenery and Costumes.

Prices 3, 2 &amp; 1 Dollars.

Plan Now Open at ROBINSON PIANO

COMPANY.

Doors Open 8.30. Overture 9 P.M.

Late trains will run after each performance,

also Lanchester Kowloon Representative, T.

Emerson.

Hongkong, 4th June, 1904. [1420]

## GOVERNMENT BILLS.

TENDERS FOR SPECIE, BRITISH and  
MEXICAN DOLLARS, current in this  
Colony, in Exchange for Sterling Bills drawn  
at 10 days' sight on the Lords Commissioners  
of His Majesty's Treasury, London, will be  
received by the Chief Paymaster, Army Pay  
Department, until 11 A.M., on the 8th June,  
1904.

The Tenders to state the total amount

(in Pounds Sterling) and the amount for which

each Bill should be drawn, but no Bills will be

issued for less than £100.

The Tenders to be in Duplicate, and in Sealed

Covers, addressed to the CHIEF PAYMASTER,

Army Pay Department, and endorsed "TEN-

DERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the

Tenders is reserved.

Copies of Forms of Tender can be had on

application.

GEO. H. FERRIER, Colonel, A.P.D.,

H.M. Treasury Chest Officer.

His Majesty's Treasury Office,

Fletcher Street,

Hongkong, 31st May, 1904. [1418]

## GOVERNMENT BILLS.

IN THE SUPREME COURT OF

HONGKONG.

IN THE MATTER OF THE ESTATE OF

RUSTOMJEE MEHERWANJEE

MEHTA late of Victoria, Hongkong,

Merchant, deceased.

NOTICE IS HEREBY GIVEN that the

Court has by virtue of Dec. 88 of Ordi-

nance No. 3 of 1897 made an order limiting to

the 21st June, 1904, for sending in claims

against the above Estate.

All creditors are hereby required to send their

claims to the undersigned before the said date.

Dated the 5th day of April, 1904.

DENNIS &amp; BOWLEY

Solicitors for the Administrator

949

INDO-CHINA STEAM NAVIGATION

COMPANY, LD.

APPLICATION has been made to the

General Managers of this Company to

issue to RUSSO-CHINESE BANK of Hong-

kong duplicate certificates of 200 shares in the

above Company or other certificates in lieu

thereof upon the Statement that the original

certificates, viz.

No. 69 for 25 shares

No. 379 " 50 "

No. 380 " 50 "

No. 550 " 25 "

No. 873 " 50 "

No. 873 " 200 shares

have been lost or stolen.

It is not known if such certificates were

issued by the office of the Company in the

Colony of Hongkong or by the office in

London, and consequently the numbers of the

shares cannot be given.

Notice is hereby given that if within 30 days

from the date hereof no claim or representation

in respect of such original certificates is made

to the General Managers they will then

proceed to deal with such application for a

duplicate.

JARDINE, MATHESON &amp; CO.,

General Managers.

Hongkong, 1st June, 1904. [1406]

THE TRADE MARKS ORDINANCE

1888.

APPLICATION FOR REGISTRATION OF

TRADE MARKS.

NOTICE IS HEREBY GIVEN that

Messrs. WENDT &amp; COMPANY, of

Victoria, in the Colony of Hongkong, have on

the 8th April, 1904, applied for the registration,

in Hongkong, in the Register of TRADE

MARKS, of the following TRADE MARKS,

viz.

(1) An oval representation of the sejour of

Soo Moo in captivity tending sheep in the land

of the Tartars. The whole being surrounded

by a Dragon Pattern Border.

(2) An oval shaped pictorial representation

of nine Chinese singing girls in a balcony

making music on various Chinese instruments,

the surroundings and costumes being those of

the Shanghai District; the whole is surrounded

by an ornamental border in the name of the

said Messrs. WENDT &amp; COMPANY, who

claim to be the sole proprietors thereof.

The TRADE MARKS have been used by the

Applicants in respect of the following goods, in

the following class, viz.

Metal Trays in Class 13.

Facsimiles of such TRADE MARKS can be

seen at the Office of the Colonial Secretary of

Hongkong.

Dated the 23rd day of April, 1904.

JOHN HASTINGS,

Solicitor for the Applicants.

1163

## PUBLIC COMPANIES

## THE CHINA LIGHT &amp; POWER

## COMPANY, LIMITED.

THE THIRD ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the COMPANY'S OFFICES, No. 14, Des Vaux Road, Victoria, on THURSDAY, 9th JUNE, 1904, at 11.30 A.M., for the purpose of receiving Statement of Account, and the Report of the General Managers for the year ending 29th February, 1904, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company

will be CLOSED on MONDAY, 6th, to

THURSDAY, 9th JUNE, both days inclusive.

SHEWAN, TOMES &amp; CO.,

General Managers.

Hongkong, 30th May, 1904. [1377]

## A. S. WATSON &amp; CO., LIMITED.

NOTICE IS HEREBY GIVEN that an  
EXTRAORDINARY GENERAL  
MEETING of the Company will be held at the  
OFFICE of the COMPANY in ALEXAN-

DRA BUILDINGS, on WEDNESDAY,

the 16th of JUNE, 1904, at 11 A.M., when the

Extraordinary General Meeting of the Com-

pany held on the 31st of May, 1904, will be

submitted for confirmation as a Special Resolu-

tion.

RESOLUTION.

That the Capital of the Company be increas-

ed to Nine Hundred Thousand Dollars by the

creation of Thirty Thousand New Shares of

Ten Dollars each.

By Order,

A. H. MANCELL,

Secretary.

Hongkong, 31st May, 1904. [1383]

## NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are  
prepared, during suspension of their  
Trans-Pacific Service and until further notice  
to book cargo and issue Bills of Lading to

SEATTLE, WASH., VICTORIA, B.C., and

PACIFIC COAST PORTS, also to OVER-

LAND POINTS in the UNITED STATES and

CANADA in connection with the GREAT

NORTHERN RAILWAY from SEATTLE,

as hitherto, by the steamers of the NORTHERN

PACIFIC S.S. CO., BOSTON STEAMSHIP

CO. and TOWNSHIP CO., OCEAN S.S. CO.,

and CHINA MUTUAL S.S. CO.

For Further Particulars, apply at the

Company's Local Branch Office in Prince's

Building, First Floor, Clarendon Road.

A. S. M. HARRIS,

Manager.

Hongkong, 20th May, 1904. [1299]

AMOY ENGINEERING CO., LD., AMOY

CALL FLAG E.

REPAIR WORK to Steamers and

Launches. Castings in Brass and Iron

Moder charges. Work solicited.

J. D. EDWARDS,

Manager.

Amoy, 3rd December, 1903. [1450]

## LOST.

ONE OFFICIAL SHIP'S REGISTER

of the American Schooner "U.S.

LEEDS." Finder please return same to the

Office of the Daily Press and receive reward.

Manila, P.I., 23rd May, 1904. [1357]

AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.63 n.m.

With CHAMBER for 10 CARTRIDGES

FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN &amp; CO.

Hongkong, 3rd October, 1900.

## NOTICES OF REMOVAL

A. S. WATSON &amp; CO., LIMITED.

THE REGISTERED OFFICE of the

above Company has This Day been

REMOVED to ALEXANDRA BUILD-



# THE ROBINSON PIANO Co. LD.

INVITE INSPECTION OF SOME  
SPECIALLY FINE

SAMPLES OF  
UPRIGHT PIANOS

BY  
RACHALS.

STUART. & C.

AND  
BABY

GRANDS

BY WINKELMANN

(ESTAB 1837)  
THEY ARE ONLY 5 FEET LONG,  
OCCUPYING THE SPACE OF A  
COTTAGE, BUT WITH THE FINE  
APPEARANCE AND TONE OF A  
FULL GRAND.

Hongkong, 23rd May, 1904. [1409]

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Hongkong, 1904.

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TOTAL FUNDS AT 31st DECEMBER, 1902, £16,373,771.

I. AUTHORIZED CAPITAL... £3,000,000 0 0  
SUBSCRIBED CAPITAL... 2,750,000 0 0  
PAID-UP CAPITAL... 637,500 0 0  
II. FINE FUNDS... 2,887,215 11 19

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.  
Hongkong, 19th June, 1903. [1898]

### WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

#### MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO. [1121]  
Hongkong, 28th April, 1904.

### THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

#### FIRE BRANCH.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS against FIRE at Current Rates.

HOLLAND-CHINA TRADING CO., Hongkong, 26th November, 1903. [2160]

### L'UNION DE PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO. [105]  
Hongkong, 1st January, 1904.

### AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.  
Hongkong, 21st April, 1897. [139]

### PHENIX FIRE OFFICE.

THE Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.

DOUGLAS LARPAIK & CO., Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1887. [29]

### NORTHERN ASSURANCE CO.

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Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TURNER & CO., Agents.  
Hongkong, 23rd September, 1903. [267]

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REPORT OF AN EXPERT.  
The representative of Messrs. BLATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly in favour of the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

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Dr. V. DANENBERG & F. P. DANENBERG, General Managers.  
Hongkong, 11th May, 1904. [122]

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AND  
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SHUN LOONG, Preserved Ginger Factory.  
CHOW LEUNG YEK, F. & Co. Cracker Factory.  
Hongkong, 1st June, 1904. [1387]

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Ship only the Finest Quality  
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Hongkong, 18th May, 1903. [1264]

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Hongkong, 14th February, 1904.

## ROYAL COLONIAL INSTITUTE.

### THE COLONIAL SECRETARY ON THE EMPIRE.

At the annual dinner of the Royal Colonial Institute the chair was occupied by Mr. Alfred Lyttelton, the Colonial Secretary. In proposing "Prosperity to the Royal Colonial Institute," the Chairman remarked that the toast was proposed in 1897 by the "Colonial Secretary," a designation which for many years to come Britons would only identify with Mr. Chamberlain (loud cheers). The toast was responded to on that occasion by Sir Alfred Milner (cheers), who, happily, was in office still (cheers), and who for seven dreary years had exhibited to the admiration of his countrymen a combination of sympathy and courage with intellectual power (cheers). The association of those two eminent and distinguished names seemed to his mind a vision of what he trusted they might all live to see—a permanent vision of the British and Dutch races under the British flag (cheers). It was true that in an age when all things seemed to be exaggerated, and in which most men were in a great hurry (laughter), cries of impatience were heard on all sides, because the Government of Pretoria did not reflect in all respects the regularity, or should he not say the irregularity, of the Government at Westminster (laughter and cheers). There seemed to be an expectation that within a few months of a great war all things should be regular and in order as in a time of long and profound peace (hear, hear). But that they could not legitimately expect. An immense deal had been done; much more would be done. But in the meantime, they might legitimately let hope stimulate patience, because no man who had studied the history of the British and the Dutch races was unaware that there were many great affinities between the two races (cheers). The best Englishmen and the best Dutchmen were attracted to law and to government. Most Englishmen and most Dutchmen were lovers of sea adventure, as befitting the descendants of Nelson and Drake, and of Van Tromp and Ruyter (cheers). They might surely, without trespassing on national vanity, give their cordial admiration to William the Silent and William III. of England (cheers). They might also remember with satisfaction that New York was once New Amsterdam, and that the illustrious President of the United States bore the name which unmistakably referred them to the virile tenacity of the Dutch race in combination with the spirit and generosity of the Briton (cheers). He had had since his brief term of office more than enough to do with South Africa. The Colonial Office suffered from the invasion of the ill-informed (laughter). He remembered a lady very distinguished friend of his—Lord Bowen—said to him once, "A man of talent is a man who makes his mind up when he has all the facts of the problem before him. A man of genius makes up his mind generally when he has only some of the facts before him" (laughter). A very trifling inversion of that pregnant formula enabled men to persuade themselves that the absence of knowledge was a condition precedent to the operation of genius (laughter). If that was the true measure of genius, genius was marvellously unimpaired and unfettered in Colonial affairs (laughter and cheers). But the facts were wholly otherwise, and in no field of administration was knowledge more valuable than it was in dealing with the affairs of the Colonies. Knowledge was at all times valuable, but tact and a nice judgment were, above all things, important in dealing with great subjects, so diverse in quality and character as those connected with people who, associated from their national relations with the Mother Country, possessed all the sensitiveness of blood relations (cheers). To consider the conditions of the Empire was the purpose and the supreme merit of the Colonial Institute (hear, hear). Might he, as one who had personal knowledge of Newfoundland, congratulate that Colony—the most ancient of the Empire (hear, hear)—upon more being mistress of her own harbours (cheers) and on having been relieved from the strain of a situation which nothing but the tact of successive Colonial Governors and successive Commodores of the English and French Fleets could have prevented rising into a formidable and a dangerous flame? (hear, hear). The Colonial Office, which was generally abused, was in the House of Commons recently universally applauded for having been able to do something for the growth of cotton in West Africa and in other States and portions of the Empire (cheers). The study of the cotton question—the thread of Empire as it had been called (laughter and cheers)—might help them to a vivid understanding of the variety of the climates and the soils of the various parts of the Empire. In some parts of South Africa the development had been checked by the labour difficulty. Far be it from him to discuss so formidable and so controversial a question, but he would remind them that at this moment there

were 1,250,000 of Chinese living and working under the flag of the King (cheers). No problem was more worthy of serious study than the question of how to reconcile two great opposing forces of the present day. There was the desire of those who lived in congested areas to break out and filter into the vacant spaces of the world (hear, hear). That was one force; on the other hand, there was the racial sentiment, represented by great democratic countries who absolutely declined to admit as competitors within their States less-civilised races. He did not think that many in those rooms would really see a thorough reconciliation of those great opposing forces. But he felt a certain doubt whether they did right not sincerely and courageously to face the question (hear, hear). To his mind there was a certain hollowiness in speaking of the unity and homogeneity of the Empire, when one portion of it refused to receive within its midst the other inhabitants and subjects of the King (hear, hear). He was not sure that it was right not to try and face and grapple with the problem and put it, at any rate, on a definite and national basis (cheers). He did not think the problem would be solved by peroration (laughter), but he admitted the great value of the Colonial Institute in dealing with the best rock facts which existed in the Empire (loud cheers).

TO-NIGHT! LAST NIGHT!

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THE ONLY FREEAR  
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Hongkong, 6th June, 1904. [1341]

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From the University of Pennsylvania, U.S.A.  
Hongkong, 3rd June, 1904. [164]

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Hongkong, 30th May, 1904. 14

Steamer.	Tons.	Captain.	Sailing Date.
TREMONT .....	9,606	T. W. Garlick ....	Tuesday, June 28th
† LYRA .....	4,417	G. V. Williams .....	Thursday, August 4th
SHAWMUT .....	9,606	W. M. Smith, .....	Thursday, September 16
TREMONT .....	2,606	T. W. Garlick .....	Saturday, October 1st

The largest, steadiest, and most comfortable steamers for Manila.		
S.S. TREMONT .....	9,606 tons.	T. W. Garlick ..... About 13th June.
S.S. SHAWMUT .....	19,606 tons.	W. M. Smith ..... About 12th August.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with von  
Superior Accommodation for First and Second Class Passengers. The large size of these vessels  
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo  
carried in cold storage.

**PARCEL EXPRESS TO THE UNITED STATES AND CANADA**

For further information apply to—  
**DODWELL & CO., LIMITED,**  
 GENERAL AGENTS.  
 QUEEN'S BUILDINGS.  
 Hongkong, 26th May, 1904.

CANADIAN PACIFIC RAILWAY CO.'S

**ROYAL MAIL STEAMSHIP LINE**

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

**SAFETY. SPEED. PUNCTUALITY.**  
 "Express" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).			
R.M.S.	"EMPRESS OF INDIA".....	6,000 Tons.....	WEDNESDAY, 22nd June.
R.M.S.	"EMPRESS OF JAPAN".....	6,000 Tons.....	WEDNESDAY, 13th July.
R.M.S.	"ATHENIAN".....	3,882 Tons.....	1 EDNESDAY, 20th July.
R.M.S.	"EMPRESS OF CHINA".....	6,000 Tons.....	WEDNESDAY, 3rd Aug.
R.M.S.	"TARTAR".....	4,425 Tons.....	WEDNESDAY, 10th Aug.
R.M.S.	"EMPRESS OF INDIA".....	6,000 Tons.....	WEDNESDAY, 24th Aug.
Hongkong to London, 1st Class..... via St. Lawrence 200..... via New York 50			

**T**HE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy,  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China  
and Japanese Governments

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply  
D. W. CRADDOCK, Acting General Agent,  
8, Pedlar Street.

IMPERIAL GERMAN MAIL  
LINE.

**NORDDEUTSCHER LLOYD, BREMEN.**  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT  
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,  
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON  
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES  
IN RUSSIA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION	
STEAMERS.	SAILING DATES.
1. "HONG KONG"	1st Dec.
2. "HONG KONG"	1st Dec.
3. "HONG KONG"	1st Dec.
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100. "HONG KONG"	1st Dec.

		1904	
SACHSEN ...	...	WEDNESDAY	8th June
ZIETEN ...	...	WEDNESDAY	25th June
SEYDLITZ ...	...	WEDNESDAY	6th July
ROON ...	...	WEDNESDAY	20th July
PREUSSEN ...	...	WEDNESDAY	3rd August
PRINZ REGENT LUITPOLD	...	WEDNESDAY	17th August
PRINZ HEINRICH	...	WEDNESDAY	31st August
GNESENAU	...	WEDNESDAY	14th September
BAVARIEN	...	WEDNESDAY	28th September
SACHSEN ...	...	WEDNESDAY	12th October
ZIETEN ...	...	WEDNESDAY	26th October
PRINCESS ALICE	...	WEDNESDAY	9th November
PRINZ REGENT LUITPOLD	...	WEDNESDAY	23rd November
PREUSSEN ...	...	WEDNESDAY	7th December
PRINZ EITEL FRIEDRICH	...	WEDNESDAY	21st December
PRINZ HEINRICH	...	WEDNESDAY	4th January 1905

ON WEDNESDAY, the 8th day of JUNE, 1904, at NOON, the Steamship  
"SACHSEN," Captain R. Pesch, with MAILS, PASSENGERS, SPECIE, and  
CARGO, will leave this Port as above, CALLING at NAPLES and GENOA.  
Shipping Orders will be granted till NOON on MONDAY, the 6th June. Cargo and  
Specie will be received on Board until 5 P.M., on TUESDAY, the 7th June, and Parcels will  
be received at the Agency's Office until NOON on TUESDAY, the 7th June.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50  
and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewards as

Linen can be washed on board.

**NORDDEUTSCHER LLOYD**

For further Particulars, apply to  
**MELCHERS & CO. AGENTS**

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORTSAID and MARSEILLES	PERA ..... A. L. Valentini .....	About 8th June	Freight only.
YOKOHAMA, VIA SHANG- HAI, MOJI and KOBE..... (Passing through the Inland Sea)	SARDINIA ..... C. C. Talbot, R.N.R. ....	About 10th June	Freight and Passage.
SHANGHAI .....	BENGAL ..... G. Philippi .....	About 16th June	Freight and Passage.
LONDON, &c. ....	COROMANDEL ..... G. M. Montford, R.N.R. ....	Noon, 18th June	See Special Advertisement.

For further Particulars, apply to

Hongkong, 20th May, 1904.

E. A. HEWETT,  
Superintendent.

[1]

**HAMBURG-AMERIKA LINI**  
**OSTASIATISCHER FRACHTDAMPFER DIENST.**

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN  
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the  
LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

**PROPOSED SAILINGS FROM HONGKONG.**

SUBJECT TO ALTERATION.		
TEAMERS.	DESTINATIONS.	SAILING DATES
SECOVIA .....	HAYRE, BREMEN and HAMBURG .....	On 14th June. Freight.
Capt. Forck .....	(Calling at Singapore, Penang and Colombo)	
BATAVIA .....	HAMBURG DIRECT .....	On 28th June. Freight.
Capt. Dempwolf .....	(Calling at Singapore, Penang and Colombo)	
NURNBERG .....	HAYRE and HAMBURG .....	On 6th July. Freight.
Capt. Jahurg .....	(Calling at Singapore and Penang)	
C. FRIED LAEISZ .....	HAYRE and HAMBURG .....	On 26th July. Freight.
(Capt. Sachs .....	(Calling at Singapore, Penang and Colombo)	
BADEN .....	HAYRE and HAMBURG .....	On 10th Aug. Freight.
Capt. Reem .....	(Calling at Singapore, Penang and Colombo)	
Further Particulars, apply to		

**HAMBURG-AMERIKA LINIE.**

HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1.

**HONGKONG-MANILA.**

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI.....	2540	R. W. Almond	Manila direct.	Sat., 11th June, 10 A.M.
ZAFIRO .....	2540	A. Fraser .....	Manila direct.	Sat., 18th June, 10 A.M.
PERLA .....	1980	A. H. Netley ..		

For Freight or Passage apply to

**SHEWAN, TOMES & CO.,**  
GENERAL MANAGERS.

Hongkong, 20th May, 1904.

OSAKA SHOSEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG--

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
FOOCHOW, VIA SWATOW AND AMOY	"TRIUMPH" A. HANSEN	WEDNESDAY, 8th June, at 10 A.M.
TAMRUI, VIA SWATOW AND AMOY	"M. STRUVE" T. BRANDT	SUNDAY, 12th June, at 10 A.M.
ANPING, VIA SWATOW AND AMOY	"TRITOS" H. KRAFT	WEDNESDAY, 15th June, at 10 A.M.

On account of the present state of political affairs, all the Company's now steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured required for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vœux Road Central.

Hongkong, 30th May, 1904.

T. ARIMA, Manager

[15]

FOR	STEAMERS	LEAVING
FOOCHOW, VIA SWATOW AND AMOY	"TRIUMPH" A. HANSEN	WEDNESDAY, 8th June, at 10 A.M.
TAMRUI, VIA SWATOW AND AMOY	"M. STRUVE" T. BRANDT	SUNDAY, 12th June, at 10 A.M.
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Hongkong, 30th May, 1904.

T. ARIMA, Manager

[15]



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES. FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"NESTOR".....	On 11th June.
GLASGOW and LIVERPOOL...	"STENTOR".....	On 8th June.
GLASGOW and LIVERPOOL...	"KINTUCK".....	On 17th June.
GLASGOW and LIVERPOOL...	"KEEMUN".....	On 25th June.
GLASGOW and LIVERPOOL...	"MOYUNE".....	On 1st July.
GLASGOW and LIVERPOOL...	"DARDANUS".....	On 14th July.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"NESTOR".....	On 11th June.
GLASGOW and LIVERPOOL...	"STENTOR".....	On 8th June.
GLASGOW and LIVERPOOL...	"KINTUCK".....	On 17th June.
GLASGOW and LIVERPOOL...	"KEEMUN".....	On 25th June.
GLASGOW and LIVERPOOL...	"MOYUNE".....	On 1st July.
GLASGOW and LIVERPOOL...	"DARDANUS".....	On 14th July.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP.....	"DEUCALION".....	On 7th June.
LONDON and ANTWERP.....	"TEENKAI".....	On 15th June.
LONDON and ANTWERP.....	"AGAMEMNON".....	On 21st June.
LONDON and ANTWERP.....	"YANGTZE".....	On 25th June.
LONDON and ANTWERP.....	"KINTUCK".....	On 1st July.
LONDON and ANTWERP.....	"KEEMUN".....	On 25th July.
LONDON and ANTWERP.....	"MOYUNE".....	On 2nd August.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and NAGASAKI, KOBE & YOKOHAMA	"STENTOR".....	On 10th June.
	"OANPA".....	On 17th July.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS. (10-11)

Hongkong, 30th May, 1904.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO and TIENTSIN ...	"CHIHU".....	On 6th June.
SHANGHAI, TIENTSIN and COOK	"WUCHANG".....	On 6th June.
TOWNS, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELB.	"CHANGSHA".....	On 7th June.
BOURNE		
NINGPO and SHANGHAI	"KWEIYANG".....	On 8th June, 4 P.M.
MANILA	"TEAN".....	On 8th June, 4 P.M.
KOBE	"CHINGTU".....	On 16th June.

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified  
Surgeon is carried.  
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. (12)

Hongkong, 4th June, 1904.

# JAVA-CHINA-JAPAN LIJN, REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA PORTS & MACASSAR	First half of June	JAPAN via SHANGHAI	First half of June
TJILATJAP	JAPAN	First half of June	JAVA via SINGAPORE	First half of June
TJIMAH	JAPAN	Second half of June	JAVA via SINGAPORE	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a  
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on  
through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
HEAD AGENCY OF THE  
**JAVA-CHINA-JAPAN LIJN.**  
Alexandra Buildings, 3rd Floor.  
Hongkong, 30th May, 1904. (25)

## JAVA-CHINA-JAPAN LIJN.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA & MACASSAR.  
(taking cargo at through rates to all ports in  
Netherlands India.)

THE Company's Steamship  
"TJILATJAP,"  
Captain Koops, will be despatched as above on  
TUESDAY, the 7th inst., P.M.  
For information as to Passage and Freight,  
apply to the  
**JAVA-CHINA-JAPAN LIJN.**  
Alexandra Buildings.  
Hongkong, 1st June, 1904. (1392)

STEAMSHIP SERVICE TO NEW YORK  
VIA SUEZ CANAL.  
(With liberty to call at Philippine Ports)

THE Steamship  
"SENECA,"  
will be despatched as above on or about the 15th  
June.  
S.S. "SCHUYLKILL" on or about the 1st  
July.  
For Freight or further information, apply to  
STANDARD OIL COMPANY  
OF NEW YORK,  
Oriental Freight Department,  
Hongkong, 21st May, 1904. 1393

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA, in connection with INDO-  
CHINA STEAM NAVIGATION CO.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPE PORTS every fortnight.  
For Freight and further particulars,  
apply to  
**DODWELL & CO., LIMITED,**  
General Agents for China and Japan.  
Hongkong, 4th August, 1897.

## NAVIGAZIONE GENERALE ITALIANA.

(Florida and Eubulino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE  
AND PENANG.  
Having connection with Company's Mail Steamers  
to ADEN, SUEZ, PORT SAID,  
MISINA, NAPLES, LIGORIO and GENOA,  
also VENICE and TRIESTE, all MEDITER-  
RANEAN, ADRIATIC, LEVANTINE and  
SOUTH AMERICAN PORTS up to CALAO.  
(Taking Cargo at through rates to PERMAN  
GULF and BAGDAD, also BARCELONA,  
VALENZA, ALICANTE, ALMERIA and  
MALAGA.)

## THE Steamship

"CAPRI,"  
Captain B. B. B. will be despatched as above on  
FRIDAY, the 10th inst., at Noon.  
At Bombay the Steamer is discharging in  
Victoria Dock.

For further particulars regarding Freight  
and Passage, apply to  
**CARLOWITZ & CO.,**  
Agents.

Hongkong, 1st June, 1904.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, EGYPT,  
MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS,  
LONDON, HAVRE, BORDEAUX;  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 14th June, 1904,  
at 1 P.M. the Company's Steamship  
"AUSTRALIEN," Captain Verrou, with  
Mails, Passengers, Specie and Cargo, will  
leave this Port for MARSEILLES via Ports  
of Call, WITHOUT TRANSHIPMENT.  
Cargo and Specie will be registered for London  
as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Orders will be granted till Noon  
only on Monday, the 13th June. Specie and  
Parcels received until 4 P.M. on the same day.  
No Cargo will be received on board on Tuesday.  
Parcels are not to be sent on board; they  
must be left at the Agency's Office. Contents  
and Value of Packages are required.  
For further particulars, apply at the Com-  
pany's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 2nd June, 1904. (12)

**Benger's Food** is mixed with fresh new milk when used; is dainty and delicious, highly nutritive, and most easily digested. Infants thrive on it, and delicate or aged persons enjoy it.

The "LANDER" describes it as—  
"Mr. Benger's admirable preparation."

Sold in tins by Chemists, etc., everywhere.

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## NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"YANGTZE,"

are hereby notified that the Cargo is being  
discharged into Craft, and/or landed at the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., where in both  
cases it will be at Consignees' risk. The Cargo  
will be ready for delivery from Craft or Godown  
on and after the 31st inst.

Optional cargo will be landed, unless notice  
has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined at 11 A.M. on the 6th prox.

No Claims will be admitted after the Goods  
have left the steamer's Godown, and all Goods  
remaining undelivered after the 6th prox. will  
be subject to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
8th prox., or they will not be recognised.  
No Fire Insurance has been effected.

**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 29th May, 1904. (10-11)

## NOTICE TO CONSIGNEES.

FROM MIDDELSBOROUGH, HAMBURG,  
LONDON AND STRAITS.

THE Steamship

"FLINTSHIRE,"

Captain J. M. Haffner, having arrived from  
the above ports, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, at Kowloon, and stored at Consignees'  
risk and expense.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 7th inst. will be subject  
to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 7th inst., at 11 P.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
**SHEWAN, TOMES & CO.,**  
Agents.

Hongkong, 1st June, 1904. (1402)

## OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"DIOMED,"

are hereby notified that the Cargo is being  
discharged into Craft, and/or landed at the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., where in both  
cases it will be at Consignees' risk. The Cargo  
will be ready for delivery from Craft or Godown  
on and after the 4th inst.

Optional cargo will be landed, unless notice  
has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined at 11 A.M. on the 9th inst.

No Claims will be admitted after the Goods  
have left the steamer's Godown, and all Goods  
remaining undelivered after the 9th inst. will  
be subject to rent.

All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
13th inst., or they will not be recognised.  
No Fire Insurance has been effected.

**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 2nd June, 1904. (10-11)

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BALLAARAT,"

FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This Vessel brings on Cargo—  
From London, &c., ex s.s. Macedonia  
and Patma.  
From Calcutta, &c., ex s.s. Sumatra.  
From Persian Gulf, ex s.s. B. I. S. N.  
and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
5 P.M. TO-DAY, the 2nd inst.

Goods not cleared by the 9th inst., at 4 P.M.,  
will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.

Damaged packages must be left in the Go-  
downs for examination by the Consignee's and  
the Company's representative at an appointed  
hour. All Claims must be presented within  
ten days of the steamer's arrival here, after  
which date they cannot be recognised. No  
Claims will be admitted after the Goods have  
left the Godowns.

**E. A. HEWETT,**  
Superintendent.

Hongkong, 2nd June, 1904. (1)

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## HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns,  
3,000 h.p., Comdr. O. Da Brack, cruising  
Yangtze.

Albion, battleship, 12,950 tons, 16 guns, Capt.  
Fremantle, Woosung.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p.,  
Comdr. Rowland Nugent, Yangtze.

Amphitrite, 1st class cruiser, 11,000 tons, 18,000  
h.p., Capt. Charles Windham, C.V.O.,  
cruising Yangtze.

Andromeda, cruiser, 12,500 tons, Capt. Nelson  
Omanney, Weihaiwei.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p.,  
Lieut.-Comdr. O. M. Makins, Yangtze.

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p.,  
Lieut.-Comdr. Thos. D. Pratt, Yangtze.

Centurion, battleship, 10,500 tons, Capt. Fegen,  
Woosung.

Crossy, cruiser, 12,000 tons, 14 guns, 21,000  
h.p., Capt. Henry M. T. Tudor, Hongkong.

Eclipse, cruiser, 5,600 tons, 11 guns, Captain  
Stokes, Woosung.

Esperanza, gunboat, 1,070 tons, 10 guns, Comdr.  
Ernest G. Barton, Chia-wan-tao.

Fame, torpedo-boat destroyer, 350 tons, 6 guns,  
3,700 h.p., Lieut.-Comdr. C. Asner, at  
Shanghai.

Fearless, gunboat, 443 tons, 12 guns, Comdr.  
Vaughan Lewis, Chemulpo.

Glory, battleship, 12,950 tons, 16 guns, 13,500  
h.p., Captain A. W. Carter, cruising  
Yangtze.

Handy, torpedo-boat destroyer, 260 tons, 6 guns,  
4,900 h.p., in reserve.

Hart, torpedo-boat destroyer, 250 tons, 6 guns,  
4,900 h.p., in reserve.

Hummer, storeship, 1,640 tons, Comdr. John D.  
Daintree, Woosung.

Janus, torpedo-boat destroyer, 250 tons, 6 guns,  
3,900 h.p., Lieut.-Comdr. J. A. Gregory, at  
Shanghai.

Kinsla, river gunboat, 331 tons, Lieut.-Comdr.  
Christopher P. Metcalf, on Yangtze.

Leviathan, cruiser, 11,100 tons, Capt. Hon. W.  
G. Sturges, cruising Yangtze.

Meerion, river gunboat, 180 tons, 2 guns,  
Lieut.-Comdr. G. G. Webster, West River.

Ocean, battleship, 12,950 tons, 16 guns, 13,500  
h.p., Captain Greet, C.M.G., Woosung.

Otter, torpedo-boat destroyer, 350 tons, in  
reserve.

Phonix, sloop, 1,015 tons, 6 guns, 1,400 h.p.,  
Comdr. J. Nicholas, Shanghai.

Rambling, surveying-ship, 534 tons, Comdr.  
Chas. E. Moore, Amoy.

Rinaldo, sloop, 380 tons, 6 guns, Comdr. D. S.  
Aubyn Wake, Straits Sea.

Robin, river gunboat, 37 tons, 2 guns, 240  
h.p., Lieut.-Comdr. Vaughan, West River.

Rosario, sloop, 180 tons, 6 guns, 1,140 h.p.,  
Comdr. Thos. Jackson, Yangtze.

Sandpiper, river gunboat, 35 tons, 2 guns, 240  
h.p., Lieut.-Comdr. L. W. Jones, West River.

Sirius, 2nd class cruiser, 3,500 tons, Capt. C. H.  
H. Moore, en route Singapore.

Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p.,  
Lieut.-Comdr. Ernest W. G. Davidson, on  
Yangtze.

Sparrowhawk, torpedo-boat destroyer, 300 h.p.,  
Lieut.-Comdr. Codrington, Woosung.

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